



## SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:07 AM

### Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 292 Const Calendar Day: 970 Date: 05-May-2012 Saturday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 00:00 AM 05:00 AM Break: 00:00 Over Time: 05:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge

#### Weather

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:

#### Diary:

Dispute

##### cable erection

Overview of work today:

- We continued the survey for Cable Band (CB) layout in the North side-span & the North main-span.

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Shift hours:

- The night shift started on Friday night continued into Saturday morning. I worked from 19:45 until midnight on Friday, & then from midnight until 05:00 on Saturday.

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The details below are a copy of my diary from yesterday to document the hours worked into Saturday morning.

- At 19:45 on Friday, I arrived at the pier 7 office, & was on the bridge by 20:25. At this time, ABF's survey crew had just started to lay out the CB locations in the North main-span. These were laid out last night, but the ABF surveyors thought that there may have been a minor bust since their uphill & downhill layout marks differed by as much as 26mm.

- Note: The Caltrans layout crew included: Matt Bruce, Victor Altamarano, & I. See their diaries for additional details of the work. For ABF, the layout crew included: Zack Lauria, Dave Adams, & the 4 on-site ABF surveyors (Terry, James, Mike, & Ken).

- From 20:30 until 21:00, we prepared to start our checks while waiting for ABF to mark their updated CB locations in the North main-span.

- From 21:00 until 23:30, we measured down the North main-span with a steel tape from the Tower saddle to the East saddle. We measured between each of ABF's CB location marks along the way. The maximum difference from measured versus theoretical CB spacing was 6mm. Most of the CB spacing measurements were within 1-2mm.

- From 23:30 until 00:30, we checked the measurement data that we had just collected, & ate lunch.

- From 00:30 until 01:00, we checked the top center of Cable, rotation marks, & 1.5m offset marks at PPs 102N, 104N, & 106N. These were laid out first since these CBs will get installed soon to get ready for Cable swing-out. All of the checks were OK. - Note: the top center of Cable at these PPs was done using calipers instead of their old method of using the centering head tool.

- From 01:00 until 02:00, I continued checking top center of Cable on the North main-span while Matt & Victor went to the North side-span to make other checks. I measured PPs 90N, 92N, 94N, 96N, 98N, & 100N. As I was measuring, it was apparent that these top center of Cable marks were made using the old method (centering head tool) because my measurements were as much as 10mm different from their marks. I spoke with Zack Lauria, & he confirmed that those were done using the old method, & that they would be marked out again using the calipers. At this point I stopped these checks, & went to help Matt &



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### ***Daily Diary Report by Bid Item***

**Job Name:** 04-0120F4

**Inspector Name** Wright, Doug

**Diary #:** 292

**Date:** 05-May-2012 **Saturday**

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Victor on the North side-span.

- From 02:15 until 03:00, I helped Matt & Victor check the top center of Cable on the North side-span.
  - I left the bridge at 03:20, & arrived back at the pier 7 office at 03:30.
  - From 03:30 until 04:30, I reviewed the data collected tonight.
  - From 04:30 until 05:00, I wrote my diary for the day.
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